

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Kansas Wing Has Their Sights On Safety

Kansas Wing took the top prize in FY03's Sights On Safety Competition. What are they doing that caught the attention of the judges and has enhanced safety awareness through the wing? Let's take a look.

It all starts at the top. Col George Boyd, Kansas Wing Commander, started with a commitment to make safety a priority. He believes that his people should be continually reminded of the disastrous consequences of compromising safety discipline. To this end, he outlined how his wing would manage operational risk. From that start, wing leadership focused on the mission of changing attitudes, ideas and awareness of the inherent risk that accompanies most activities.

They started with a poster campaign. 8x10 inch laminated posters were strategically placed in all squadron meeting and briefing areas. Laminating equipment was owned by a wing member, who donated supplies and labor for this project. First, they expanded the "IM SAFE" concept to include SAR ground team activities. "Think and Live" posters also drove home the risk management message.

At large wing exercises or missions, all Incident Command staff members wear two badges. One, identifies the person and mission duty so that newly assigned members know at a glance, where to take safety concerns. The second badge has the ORM message—"IF IT DON'T FEEL RIGHT - STOP!"

The Kansas Wing not only "talks the talk", they "walk the walk". As part of every mission, Air and Ground Operations Officers complete a risk assessment that covers a period from 30 minutes prior to the first aircraft takeoff or ground

vehicle departure, to 30 minutes after the scheduled arrival of the last aircraft or vehicle. The wing admits that their safety and risk management awareness program is far from finished, but it is definitely making a difference and establishing the cornerstone of a new Kansas Wing safety culture.

Cold Weather Procedures

It's time to review Cold Weather Procedures in your Pilot's Operating Handbook. Most aircraft are designed to operate within certain temperature extremes. Manufacturers generally can predict their product's performance in temperature extremes and outline precautions to be taken to prevent premature failures. A thorough preflight inspection is especially important during cold weather. It's natural to hurry the inspection when the aircraft is outside in the cold. However, this is the time you should do your best preflight inspection. Here are some things to keep in mind while preparing your aircraft for winter flying:

First, make sure the proper engine oil is being used for the range of temperatures you expect to encounter. Another oil-associated part that deserves attention is the crankcase breather. FAA reports a number of engine failures have been attributed to a frozen crankcase breather line. Pressure builds in the system, sometimes blowing the oil filler cap off or rupturing a case seal, which then allows the loss of the oil supply. The water, which freezes in the breather line, is a natural byproduct of heating and cooling engine parts. How can you tell if the line is frozen during preflight inspection? Simply look at the bottom opening of the line where it comes out of the cowling. If it's frozen shut, this is where it will happen.



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Many aircraft are equipped with cabin heater shrouds, which enclose the muffler or portions of the exhaust system. A thorough inspection of this system could reduce your chances of having carbon monoxide enter the cabin. Carbon monoxide detectors are cheap insurance against this insidious killer.

Cold temperatures can also set you up by contaminating your fuel with water. Most pumping facilities are equipped with good filtration equipment but, even with the best fuel and precautions, you can get water in your fuel. If your aircraft has been warm and then is parked in the cold with half-empty tanks, the possibility exists that water will condense in the tanks. Keep your tanks full and your fuel sumps drained. Also, check your fuel vents for ice or snow. A plugged vent can cause the engine to quit or a tank to collapse. Remember, it's better to suffer through a cold pre-flight than to suffer equipment failure while you're flying.

October Is Fire Safety Month

Well, the days are getting shorter and temperatures are dropping. It's time again, to prepare for the arrival of old man winter. Prior to cranking up the fireplace, a few moments to prepare your home could mean the difference between safety and sorrow. Here are a few items worth checking:

Remove combustibles within three feet of your fireplace. Newspapers and magazines have a way of accumulating here during the winter months. Check your fire extinguisher pressure.

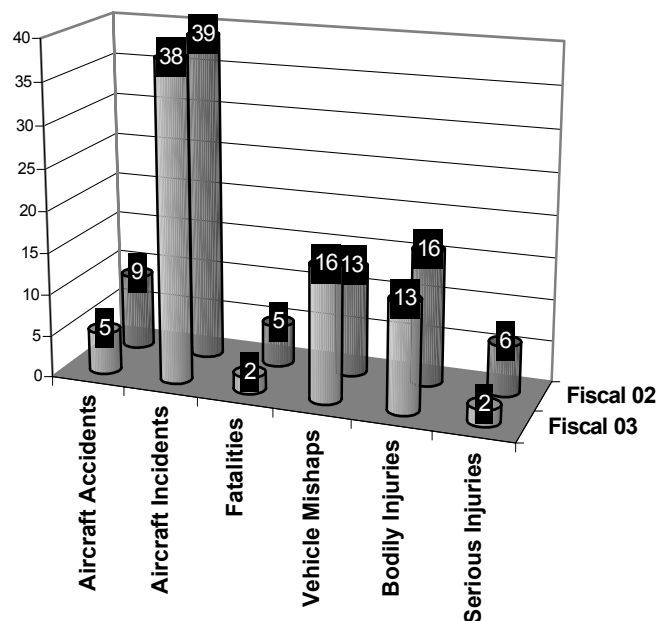
It's also a good habit to shake your extinguisher periodically to keep the dry agent from becoming packed in the bottle. Make sure you have the right extinguisher for the fire you may be fighting. Here's an easy-to-remember technique for remembering the three types of fire extinguishers and the types of fires that they are used on. The three main types of extinguishers are A, B, and C. A=Ashes. Use the A-type extinguisher for material that typically produces ashes - wood, paper, cloth, trash, etc. B=Barrels. Use B-type extinguishers for items typically stored in barrels - gas, oil, grease, paint or other flammable liquids.

C=Current. Use C-type extinguishers for powered electrical equipment. Make it easy on yourself with an ABC extinguisher and be ready for any type of fire. Check your smoke detectors. A good

technique is to change the batteries each time we change to or from daylight savings time. Make sure the chimney is clear of debris and occasionally have the creosote deposits removed by a chimney sweep. These deposits will appear to be either glazed and tar-like or fluffy and powdery. Both are fire hazards and need to be removed. Follow these suggestions and you will have taken important steps towards your safety during the upcoming winter season.

Progress Seen In FY03

Our mishap prevention efforts are paying off. After the flying hour totals are compiled, the aircraft accident rate should be nearly half of the previous year. While one death is too many, keeping our "Sights On Safety" has substantially reduced fatalities. However, we lost an instructor pilot in an Iowa crash and an Idaho senior member in a vehicle / train collision. Serious bodily injuries showed a two thirds reduction. Hopefully, we've turned the corner since FY02, but we still have many challenges facing us, as depicted in the numbers below. Next month, I'll have more specifics on where we need to focus.



Other Safety Meeting Topics

- **Winter flying:** <http://www.cyberair.com/tower/faa/app/p8740-24/p8740-24.html>
- **Driving safety topics:** <http://www.fhwa.dot.gov/safety/roaduser/programs.htm>
- **Confidence course safety:** <http://www.safetycenter.navy.mil/ashore/checklists/highrisktraining/ocinsp.doc>